

DEPARTMENT OF TRANSPORTATION

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October 19, 2023

Jazmin Faccuseh
Community Development
City of Pico Rivera
6615 Passons Boulevard
Pico Rivera, CA 90660

RE: Washington and Rosemead Blvd. TOD-SP
SCH # 2023090527
Vic. LA-605/PM R12.27, LA-5/PM 8.32
GTS # LA-2023-04318-NOP-AL

Dear Jazmin Faccuseh

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. The Project is the Washington and Rosemead Boulevards Transit-Oriented Development Specific Plan (Specific Plan). The Specific Plan encompasses approximately 327 acres, with the primary goal of promoting the future revitalization and reuse the Specific Plan area into a vibrant, multi-modal, mixed-use, commercial, residential, and open space attraction in the City of Pico Rivera. The Specific Plan will be used as a policy and regulatory guide for subsequent Project-specific reviews and approvals when Project-level proposals within the Specific Plan area are submitted to the City. The Specific Plan assumes a maximum buildout of approximately 31,589 SF of new mixed-use residential development and approximately 1,743,685 SF of new non-residential (mixed-use commercial, among other uses). Additionally, the Specific Plan includes regulations to encourage improvements that update and improve facilities for pedestrians, bicyclists, transit riders, and drivers. The Specific Plan considers pedestrian circulation and amenities to improve access to/from the Specific Plan area. This may include a combination of multi-use pathways, separated bike lanes, and sidewalk and crosswalk enhancements. In addition, new landscaping, pedestrian amenities, and other public improvements are envisioned under the Specific Plan.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information:

<http://opr.ca.gov/ceqa/updates/guidelines/>

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, all developments in the General Plan should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). This reference is available online at:

<http://ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared on December 18, 2020. You can review those document at the following link:

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf>

Potential environmental effects of the Project should include the Transportation section with VMT analysis in the Draft Environmental Impact Report. To address all future development traffic safety concerns, for the City's consideration, Caltrans recommends the Lead Agency include queuing analysis with actual signal timing for existing traffic conditions plus project net trips at the impacted off-ramps on Freeway 605 and Freeway 5 on the State facilities.

Caltrans encourages lead agencies to prepare traffic safety impact analysis for this Specific Plan in the California Environmental Quality Act (CEQA) review process using Caltrans guidelines above on the State facilities so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2023-04318-NOP-AL.

Sincerely,

Frances Duong for

MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse